



Sawmill Corridor Development Standards

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City of Columbus

Department of Trade and Development

Planning Office

OVERALL CONCEPT

The Sawmill Corridor Plan And Design Guidelines and the process which led to their creation stem from the premise that the ultimate quality of a final environment is determined not only by the selection and allocation of land uses but as well in terms of how such land uses are carried out. Put simply, the final environment should be both functional and esthetically satisfactory, should serve and respond to human needs and yet not create undue nuisance and lastly set forth a logical process by which achievable standards can be obtained in future planning efforts.

A unique opportunity exists in the Sawmill Corridor planning effort based on the large amount of land represented and the nearly total street frontage that can be coordinated and planned as a single entity. It is the purpose of this plan and guidelines, applicable to all of the property represented and all of the Sawmill frontage, to achieve a unity, a continuity, that would not otherwise be achievable in normal development patterns.

STUDY AREA

The primary concentration in the development of the plan and design guidelines has been for the study area to the west of Sawmill Road roughly between Case Road at the south to Martin Road at the north. It is for this area that the concept of unity or continuity can be most advantageous.

For the purposes of the study, there are three distinct subareas within this section of the roadway corridor:

SUBAREA A:

The area from Case Road to the south to the southern edge of Planned Communities, which is characterized on the west by mostly perpendicular and some parallel tree rows to Sawmill Road. On the east side of the road on Sawmill, this is contrasted by the openness of Don Scott Airport.

SUBAREA B:

The Planned Communities frontage, including Four Seasons Nursery, which because of existing entrance feature characteristics, the new vocational school completing construction, and the commercial activity of Four Seasons Nursery, tend to suggest a transitional link between both the south and north area.

SUBAREA C:

The area beginning at the south of Four Seasons Nursery north to Martin Road, which on the west side is very open, having a ridge line that "breaks" the vista to the west. Conversely, on the east side of Sawmill from this subarea, considerable existing vegetation is noted, again forming another contrast.

The importance in recognizing three distinct subareas and their separate characteristics is to insure that recommendations as to environmental treatment can be sensitive to the very distinct characteristics of each subarea.

DESIGN GUIDELINES

The following five general categories of design guidelines are detailed as follows:

1. Lighting:

1. All lighting in the area shall be cut-off type fixtures (down lighting), refer to "lighting" in appendix, and present no interference with the operations of Don Scott Airport.
2. All types of parking, pedestrian and other exterior lighting to be on poles shall be from the same "family" from the same manufacturers' type and style.
3. All lighting in conjunction with recreational facilities which are part of residential developments or commercially operated shall likewise conform to these standards.
4. No site lighting shall project onto OSU Airfield property and no lighting fixtures shall shine above the horizontal.

B. Signage and Graphics:

1. A standard, uniform sign shape and a standard sign frame (rustic, dark in color) shall be utilized within the corridor.
2. Only internally illuminated graphics shall be utilized.
3. All signage shall be subject to applicable building setbacks along the corridor and shall not be placed in the front yard with the exception of directional entry and exit signs which shall be ground type only.
4. For the north loop, a maximum of two (2) ground supported graphics shall be installed within a depth of 300 feet along the Sawmill Road frontage between Martin Road and the intersection approximately 1,000 feet north of Cranston Drive (i.e., the north loop). Such signs shall be oriented to and located at each of the two major entrance points of the north loop onto Sawmill Road. If commercial uses within the north loop are developed as a single entity, this requirement may be reduced to one (1) such major graphic identity.
5. Specifically for the neighborhood commercial center within the south loop, other than a single identification/logo sign for said center, no other individual store graphics shall be located along or oriented directly parallel to Sawmill Road.
6. For those future uses along the frontage between Cranston Drive at the south to a point approximately 1,000 feet north of Cranston Drive (the "south leg" of the north loop), a maximum of two (2) ground supported graphics shall be permitted and shall be directory-type signs, installed at:
 - (A.) Cranston Drive and the rear service road.
 - (B.) Either the proposed right-turn in-and-out curbcut proposed for this area or at the intersection of the proposed rear service drive with the north loop.

For uses within this area, graphics facing Sawmill Road indicating individual users shall be wall mounted and limited to 24 square feet in area with a maximum of one (1) such sign per user building oriented to Sawmill.

7. Excepting these requirements, all other graphic characteristics shall conform to the Columbus Graphics Code.

C. Environmental Treatment:

GENERAL COMMENTS/OVERALL GOAL - the overall goal for the environmental treatment being proposed is the unification of the entire area bounded by Route 33, S.R. 161, Sawmill Road and Case Road. This treatment predominantly involves the continuation of the character presently shown and perceived along Route 33 and as explained in the following section.

PURPOSE - the primary purpose of the environmental treatment development standards listed is to commit to as much specifics about the ultimate, desired aesthetic character as is feasible and possible at this stage, independent of detailed landscape design studies and final planting and grading plans for the subject property. It is understood that such detailed landscaping plans when completed will be subject to review and approval under the commercial planned district (CPD) procedures. This pattern of landscaping shall be uniform in design and type of materials, mounding and fencing used. It may vary in density, spacing and other treatments to reflect variations in topography, existing landscape or land uses.

1. For all of the frontage along Sawmill Road within the defined study area, a minimum setback of 30 feet and a maximum setback of 40 feet shall be enforced, excepting that where public and private roadways intersect with Sawmill, an additional "corner" setback shall apply as follows:
 - (A.) In association with 30-foot setback, a 60-foot "corner" setback.
 - (B.) In association with the 40-foot setback, an 80-foot "corner" setback.
2. Entrance features - at the two intersections of the north loop with Sawmill and the two intersections of the south loop with Sawmill, special entrance feature elements shall be provided, similar or equal to the character presently seen at the entrance to Planned Communities from Sawmill and Route 33. Such entrance features shall be located on the "corner setbacks" mentioned previously.
3. Landscaping/design standards - to provide visual continuity along the Sawmill frontage, two major elements will be used:
 - (A.) A "Sawmill fence" which shall be a rail fence similar or equal in character to that seen along Route 33.
 - (B.) The use of a "Sawmill hedge" which at full height shall be equal to the height of the rail fence, both such elements to be used intermixed along the frontage in addition to the placement of other landscaping material for further accent.

The use of such fencing and hedge material shall have a minimum 15-foot setback from Sawmill right-of-way.

For the Sawmill frontage within the north loop, in addition to the use of rail fence and hedge, Norway Maple trees or a similar hardy species shall be planted 40 feet on center, being a minimum distance of 10 feet from the Sawmill right-of-way, entailing approximately 40 to 50 trees. For all parking areas between Martin & Case Roads, a minimum screening height of 30 inches shall be maintained along this frontage for the shielding of auto headlights as measured from the elevation of the nearest section of an adjacent parking area. Such screening can be accomplished by the use of mounding, the "Sawmill hedge", or other landscaping material. At least 50% of the frontage of the north loop shall carry the Sawmill fence or hedge theme. In addition for those properties opposite Don Scott Airfield, except for traffic intersections at Sawmill, no direct headlight glare shall be permitted onto the airfield.

For the southern loop, lower height plantings will be utilized along the Sawmill Road frontage,

and for Subarea B. both types of planting (low and high) shall be used and shall serve to tie both the north and south design areas together.

As an option for the north loop, in lieu of a regularly-spaced tree planting program along the frontage of the north loop, such trees may instead be placed in a landscaped divided median in Sawmill Road.

- (C.) Lot coverage - for all non-residential areas, lot coverage to include buildings, parking and service areas which shall not exceed 85% of the designated lot.
- (D.) Screening requirements - for all loading areas, opaque screening shall be provided and shall be a minimum of seven (7) feet in height and be so designated as to interrupt vision into such areas from adjacent streets and properties. All propane tanks and outdoor storage trash containers shall be fully screened as applicable.
- (E.) General landscaping for within parking areas and on site periphery - landscaping shall be provided at the following ratio of Tot coverage (both buildings and parking/loading) for all nonresidential uses.
 - (1.) 0 to 20,000 square feet - 6" of trunk size plus 1" for every 4, 000 square feet of coverage.
 - (2.) 20,000 to 100,000 - 10" of trunk size plus 1" for every 4, 000 square feet of ground coverage over 20, 000.
 - (3.) Over 100,000 square feet- 20" of trunk size plus 1" for every 6,500 square feet of coverage over 100,000.

Such tree planting material shall be used to provide plantings within parking areas, as part of frontage treatment, and to accent buildings. Commercial sites shall have at least 50% of the landscape ratio requirements provided within parking and service areas. Existing trees of 3" calipher or greater which are retained on a site may be used to offset 2/3 of the above requirements as long as such trees are not located in service areas. It is strongly recommended that landscaping materials be utilized to define major traffic aisles or travel lanes within parking areas. Minimum tree trunk size shall be not less than 2" calipher.

- 4. A height limitation of 65 feet shall apply to all subject property north of Cranston Drive, south of Martin Road, and west of Sawmill Road. All remaining areas that are subject to these development standards shall have a height limitation of thirty-five feet (35').

D. Traffic:

GENERAL COMMENTS - the proposed traffic system incorporates the use of two major "loop" roads which serve to "intercept" residential collector traffic from the project area. This traffic is funneled into four parts onto Sawmill Road, two of which presently exist, i.e. Martin and Case Roads. The plan proposes that both Martin and Case Roads would be relocated to tie directly into the loop system coming from the west as opposed to presently intersecting with Sawmill Road.

1. For the frontage area between Case Road to Martin Road excepting each of these roads, only two additional major full service intersections shall be provided onto Sawmill Road. One such intersection shall be approximately 1,000 feet north of Cranston Drive with the second being 1,000 feet south of Cranston Drive. The proposed "loop" roads shall be 60 feet in right-of-way.
2. Three private curbcuts onto Sawmill Road shall be provided with one right-turn in, northbound-left-turn-in, and right out only cut being provided to service both the north loop and the neighborhood center. A single right-turn in-and-out cut is also proposed for Subarea B. No other curbcuts onto Sawmill Road shall be permitted between Case and Martin Road. The exact location, rights-of-way, and design of both public and private ingress and egress points shall be subject to review and approval by the Division of Traffic Engineering.
3. For both the north and south loop streets, no individual single or two-family residential lots shall be directly serviced by individual curbcuts. The spacing of curbcuts to service multi-family and nonresidential uses shall have a minimum 200-foot separation on the same side of the street. All opposing curbcuts (i.e. on opposite sides of the street) shall be sufficiently offset to avoid undue traffic conflict and shall be subject to review and approval by the Division of Traffic Engineering.
4. Specifically for the neighborhood center in the south loop, the ultimate traffic layout shall not encourage but in fact inhibit through movement from Sawmill Road to residential areas to the west of the south loop. Conversely, traffic access from adjacent residential areas to the west shall not be inhibited, given the neighborhood orientation of the proposed center.
5. For Subarea B. a back service road is proposed to interconnect the southern leg of the north loop with Cranston Drive to provide service to those parcels between Sawmill and the service drive to the east, and the vocational school to the west. No access shall be permitted along the north side of Cranston Drive between Sawmill Road to the east and the service road to the west. Likewise no access shall be permitted along the most southerly right-of-way line of the north loop between Sawmill Road to the east and the service road to the west. For Subarea B. all properties having frontage on the rear service road shall have guaranteed access to the service road.

E. Open Space:

GENERAL COMMENTS - The ultimate residential environment within the study area shall provide for a public school site, two to three park areas or "pods" interconnected by bikeways or walkways, and designated 100' "clear spaces" under the flight path alignment of Don Scott Airport. The achieving of these standards shall be accomplished through ultimate final site design and preliminary plats as residential development ensues.

1. In the locating of a school site, potential criteria should include:
 - (A.) A possible sharing of the site allocation between several property owners.
 - (B.) A location outside of the Don Scott noise contour.
 - (C.) A location close to or with strong access to Case Road.
 - (D.) Possible location close to the major ravine in this area for potential school-park concept.
 - (E.) A location near or accessible to the electric easement if such easements can be or are utilized for pedestrian/ bicycle interconnection.
2. Bikeways - bikeways and pedestrian routes are recommended to be separated whenever possible; bikeways shall be 22 to 3 meters in width, be properly demarcated by appropriate signage, and shall service and interconnect residential, school, recreational and commercial uses.
3. Pedestrian
 - (A.) Crosswalks as per standard detailing shall be provided to access commercial areas from residential areas with a minimum of two such crosswalks across the northern loop, and one such crosswalk across the southern loop.
 - (B.) All walkways shall have wheelchair ramps installed where such walks intersect public streets at marked crossings. All walkways traversing parking or service areas shall have wheelchair ramps installed at each intersecting curb, median, or parking lot "end cap".
 - (C.) In addition, all parking areas for non-residential uses shall have at least two (2) 12 foot wide spaces reserved solely for the use of the handicapped, located near major building entrances. Such spaces shall be properly signed to indicate the use thereof.
4. Mini-Parks
 - (A.) A minimum of four (4) 2-acre or greater in size park areas shall be provided, with two such areas being north of Cranston Drive and two areas being south of Cranston Drive.
 - (B.) Each such park area shall be adjacent and/or directly accessible to the electric easement and shall have good access from at least one public street and be adjacent to multi-family uses wherever possible.
 - (C.) Each such park area shall be privately owned and maintained at no cost to the City of Columbus.

F. Neighborhood Community Center in South Loop:

No individual user within the neighborhood center shall be larger or occupy more than 10,000 square feet and no primary entrance to commercial buildings shall be facing Sawmill Road.

APPENDIX

Lighting is an important element to the overall character and image of the Sawmill Corridor area. It is the intention here to give examples of the type and 'family' of lighting which we would use and not necessarily limit the selection to these few manufacturers.

There are primarily three (3) types of lighting applicable to serve the Sawmill area:

1. High Intensity - Harking lot lighting for shopping areas only.
2. Street/Walkway-Pedestrian Lighting - Both for Sawmill and surrounding residential where applicable.
3. Walkway Accent Lighting - Low level lighting for walkways, sidewalk markers, etc.

All lighting poles will be either of wood or bronzed color metal construction with the intention of developing a dark, rustic fixture.

Parking Lot Lighting

Should be either sodium or mercury vapor and the pole height should not be greater than 28 feet.

Street/Walkway- Pedestrian Lighting

Should be incandescent lamp with a pole height of 12 feet for residential areas and 16 feet for Sawmill Road itself wherever applicable.

Walkway Accent Lighting

Various types of ballards and fence lighting (like that along U. S. 33 frontage) are desirable for both commercial and residential areas. All lamps used for this purpose should be incandescent and all posts with light fixtures no greater than 48" in height.

Fences and Guide Rails

At present, the Sawmill/U.S. 33 area has a number of good examples of fences; these types are encouraged with materials being limited to two types: stone and wood. This can be a combination of stone and wood as seen on the Wimpey/U.S. 33 frontage or likewise the Planned Communities entrance on Sawmill Road.

Guide rails should be of wood or bronze colored metal whenever used along the Sawmill Road Corridor.